



Steering Committee DRAFT Recommendations for a Preliminary Preferred Alternative

January 22, 2001

This memorandum summarizes the draft recommendations of the Steering Committee for a Preliminary Preferred Alternative (PPA) for the I-405 corridor. These recommendations were developed by the Steering Committee in response to the environmental study results reviewed during November and December 2000. Committee members prepared individual agency recommendations that were submitted on January 16, 2001 and subsequently confirmed at a Steering Committee meeting on January 18, 2001.

Several written responses were received from committee members. Some agencies indicated that they were unable to recommend a Preliminary Preferred Alternative at this time; rather, they would wait until the Draft EIS is completed.

The PPA recommendations are divided into the following sections:

- ◆ **Summary of Recommendations**- concise review of the committee recommendations and areas where consensus was not reached
- ◆ **Tabular summary of recommendations and comments**- committee voting summary and comments received from individual committee members.

Summary of Recommendations

Alternative 3 is recommended as the Core Alternative.

- **Transportation Demand Management (TDM):** Substantially increase the number of vanpools, improve public education, and expand employer-based programs. Suggested that TDM be an early-action strategy during and after construction.
 - *Pricing Strategies*- Members also strongly supported the implementation of pricing solutions in the I-405 corridor as part of a regional program.
- **High Occupancy Vehicle (HOV):** Complete the HOV direct access interchanges and supporting investments (park-and-ride, etc.).
- **Transit:** Two-thirds of the members recommended a **Bus Rapid Transit (BRT)** service for north-south transit travel along with expanded transit service (up to 100%), park-and-ride, and transit centers in the corridor. Agreed with PMT to explore more automated high capacity transit (HCT) options for cross-lake (SR 520/I-90 Corridor) and related travel. Also preserve future HCT opportunities by securing use of the BNSF right-of-way.
 - *Fixed-Guideway Transit:* A number of members suggest that a fixed guideway HCT offers greater long-term transit potential within the corridor than a BRT system.

- Exclusivity of transit operations was cited as being important for maintaining transit reliability.
- *Commuter Rail-* There was no support for this concept.
 - **Roadway:**
 - ◆ **I-405-** All members supported the basic I-405 improvement package. A significant majority recommended adding **up to two general-purpose lanes** in each direction along I-405. Most of these members supported the PMT recommendation to focus the two added lanes (each direction) between I-5 in Tukwila and SR-522, while providing only one lane each direction from SR 522 north to I-5 in Lynnwood (Note: this would include acquisition of right-of-way for a second lane addition in the future). Include compatible connecting freeway and arterial expansions.
 - *Other Committee Views:* Some members recommended adding only **one** general-purpose lane in each direction, citing environmental impacts and the expectation that adding more capacity is not likely to reduce congestion.
 - *Express Roadway-* There was no support for this option due to high financial and environmental costs, and potential impact on neighborhoods.
 - ◆ **SR 167-** Consensus to improve the SR 167/I-405 interchange and to add one lane in each direction on SR 167 south to Kent. There was no support for adding two lanes in each direction.
 - *Other Committee Views:* Some members cited the need to minimize impacts to sensitive wetlands. Others would like to see the widening studied further south than Kent to a logical terminus.
 - ◆ **Arterials-** Consensus to implement planned arterial projects. No specific vote at the meeting was taken on the **North-South** arterial expansions, although written submittals from members had expressed general support. Some members cited maintaining local control of these improvements as important.
 - ◆ **High Occupancy Toll (i.e. HOT) Lanes-** A strong majority supported the PMT recommendation to preserve the opportunity to implement a High Occupancy Toll operation on I-405, pending further study.
 - **Non-Motorized:** Consensus to include the corridor pedestrian and bicycle facilities (Including long trails).
 - **Intelligent Transportation Systems (ITS):** Consensus to continue implementation of ITS strategies along I-405 corridor. Suggested this be an early action strategy.
 - **Freight Mobility:** Consensus to include the identified freight mobility projects. Suggested that key elements be identified for early action.

Other Committee Observations

Members felt that addressing the phasing of improvements is essential within the implementation strategy, in order to maximize the effectiveness of investments. Specific details regarding lane balancing and High Capacity Transit integration were also important steps. Early identification and resolution of environmental issues need to be a high priority.